



MONTANA AERONAUTICS COMMISSION

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AIRPORT AUTHORITIES ACT

By William E. Hunt

In the last issue of the Montana and the Sky we discussed in a general way the history of airport government. Usually this government was an airport board appointed by an airport sponsor that was normally a city or county, and in some cases, a joint city and county airport. Over the years these appointed boards met with a great deal of success and with some failures. They faced many problems trying to cope with the most advancing, changing technologies ever devised by man.

Airports and navigational aids became more complex and more expensive, and more often than not, were beyond the financial capabilities of the airport boards and their sponsors. But money wasn't the only problem the airport had to cope with. The airport board had to make certain that the airport served the community as a port of entry to that community and as a line of communications with other communities.

The 1971 Montana Legislature, in an effort to solve some of the problems, passed the Municipal and Regional Airport Authorities Act that is commonly cited as the "Airport

(Continued on Page 8)

NEW TERMINAL COMPLEX DEDICATED



This is one of the aircraft used by local Fixed Base Operators to carry 184,550 pounds of people at the airport dedication. The FBOs gave rides over the weekend at a charge of 2¢ per pound.



Of the nearly 30,000 people who visited Billings Logan Field during the three-day dedication, over 12,000 walked through this 747 brought in by Northwest Airlines.



Billings Logan Field, June 3, 1972.



Federal Aviation Agency Administrator John Shaffer speaking at Saturday dedication ceremonies.

(Continued from Page 2)

and Mechanic and Parachute Riger Certificates.

An avid photographer, general aviation pilot, camper and square dancer, Mills and his wife Stella expect to return to Montana many times on vacation to continue these hobbies.



TOWER OPERATIONS

June, 1972

| | Total Operations | Instrument Operations |
|-------------|---------------------|--------------------------|
| Great Falls | 9,254 | 1,424 |
| Missoula | 8,922 | 554 |
| Billings | 7,208 | 1,974 |
| Helena | 3,905 | 639 |

FLYING THE MOUNTAINS

By Dick McJreal

Now that spring has sprung, we are sure many of our friends in the Rocky Mountain region will be planning a trip into this beautiful country. Flying the mountains can be a fascinating experience but before you go we suggest you write to your nearest FAA District Office and ask for a free copy of two booklets entitled **Tips on Mountain Flying** and **Flying Montana's Mountain Passes**. They contain a host of charts, graphs and possible courses of action for the pilot to keep in mind while flying in mountain terrain. Here are a few excerpts from **Tips on Mountain Flying**:

The Aircraft: Make sure your aircraft is properly loaded and is capable of performing well in mountainous areas. The most desirable attribute of any aircraft used in this environment would be that of a slow speed capability coupled with plenty of reserve power for the certificated gross weight.

Planning Your Route: Study all available navigation charts thoroughly when planning the flight and choose the charts which provide the most detailed data or best route information for your purpose.



If you are unsure of which route is best, contact a local Accident Prevention Counselor. These counselors are available throughout the Rocky Mountain area to advise both local and transient pilots in the practical application of their flight planning.

Last, but not least—File a flight plan and fly the route indicated.

Mountain Winds: Some generally acceptable rules of thumb are as follows: (1) Ridge level winds in excess of 20 Kts. indicate that a pilot should proceed with caution. If the winds are 30 Kts. or more, stay on the ground; (2) Cross ridge-lines at an angle so that you can turn away from the ridge with the least degree of turn required should down air be encountered; (3) Remember that the winds aloft are generally **westerly** and that surface winds tend to flow upward from the valley from noontime until late evening due to unequal heating of sunny slopes and shaded valleys; (4) In late evening, a reversal of this flow pattern is possible due to the rapid cooling of air near the ridgeline or higher peaks.

Weather: Without doubt, weather is your most potentially dangerous

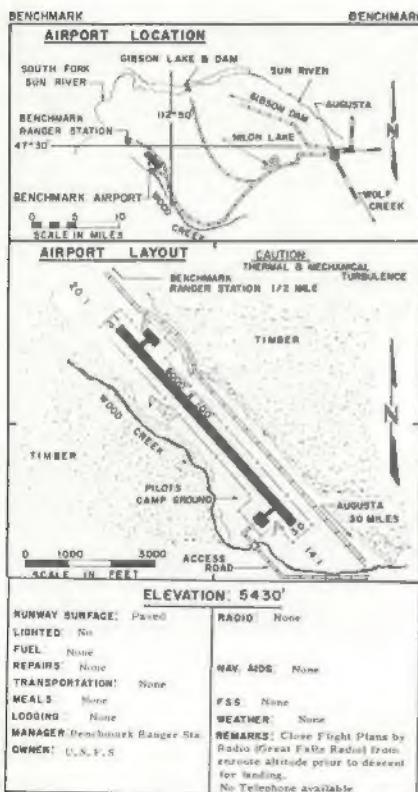
element in mountain flying. A good law to live with is this: Don't just think you can go! Know whether you can go! If you have doubts, stay on the ground!

The Take-off: There are no elements of flight in which the need for proficiency is greater than during take-offs and landings. A minimum pre-flight includes careful attention to: (1) runway length, slope and surface condition; (2) existing surface wind direction and velocity; (3) effect of local terrain on wind circulation patterns; (4) existing density altitude factor; and (5) obstructions to climb-out.

The Approach and Landing: Always fly your aircraft through the approach and landing phase of your flight. Control your airspeed with elevator and rate of descent with power. Plan the touchdown as near the end of the runway as possible in order to utilize the total available length. The pilot who ignores either his own limitations or those of his aircraft during this "white knuckle" portion of a mountain flight is courting disaster.

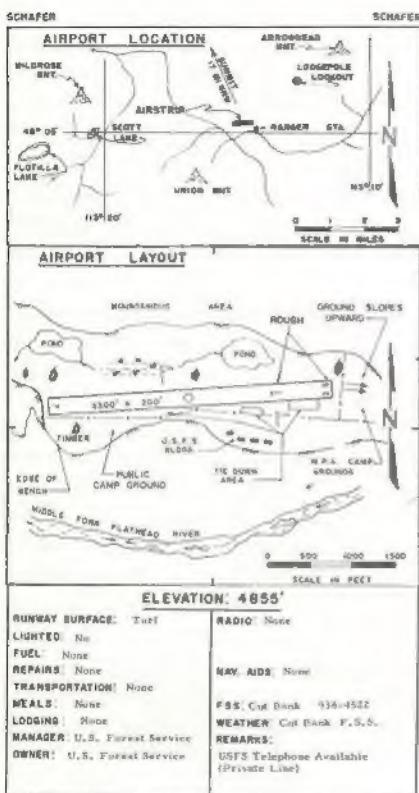
Have a good and safe trip!

The above article is from the April, 1972 Issue of USAIG.



BENCHMARK

WHY FLY



SCHAFFER MEADOW

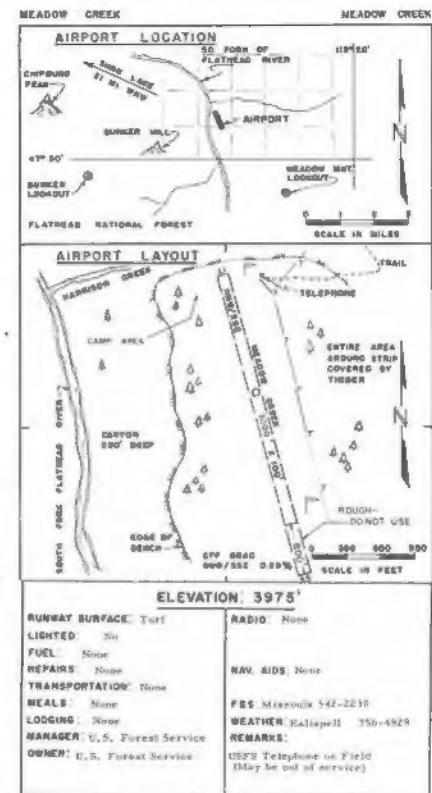
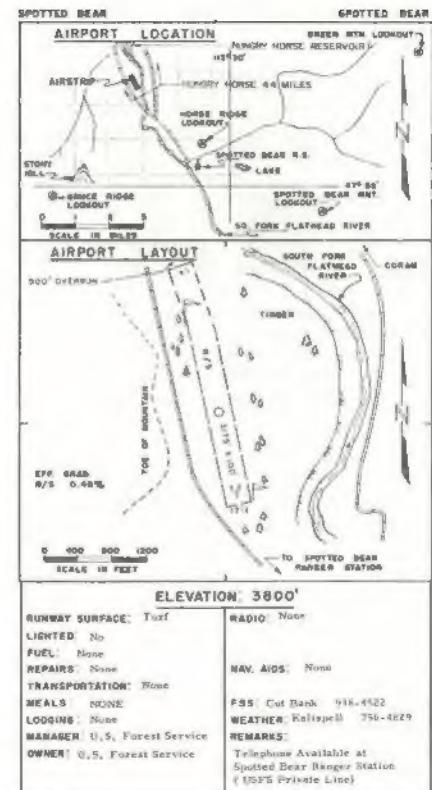


MEADOW CREEK

BIG SKY



SPOTTED BEAR



FAA INSPECTOR'S CORNER



By George S. Batchelder, Jr.
Accident Prevention Specialist
GADO No. 1 Billings
"WE'LL TAKE A LOOK"

A number of reports have reached this office regarding instrument approaches being made or attempted at Sidney, Wolf Point, and Glendive, Montana using the Homing Beacons operating at these airports. While it is true that the Air Route Traffic Control Center will issue a clearance for this operation and give any known weather, altimeter settings and weather are not available during the time the observer is not on duty.

Several attempted approaches have been made with no contact with an observer or anyone on the ground. Such approaches can become most dangerous when intermixed with possible VFR traffic. When aircraft are operating in the vicinity of uncontrolled airports without knowledge of each other's position or intentions we are creating all the ingredients for a midair collision.

The practice of "taking a look" without announcing the fact to possible local traffic has produced some very close calls. The tried and proven procedure of announcing where you are and what you plan to do by transmitting on unicorn "in the blind" can be a real life saver. Whether you get a reply or not is unimportant when compared to the fact that another aircraft may hear you and know where you are and your direction of flight. This is an excellent practice both VFR and IFR. Though we fly in "Big Sky" country, somehow airplanes still want to share the same airspace around low activity airports.

Recently we had a report of a near-

miss between a B-52 and a light aircraft on the oilburner route OB 24 operating in the eastern part of Montana. Anyone flying in the northeastern part of Montana should contact Miles City radio to determine the hours of operation on OB 24 plus the altitudes and routing. This information is also published in the Airmen's Information Manual.

Elsewhere in this month's publi-

cation are some pictures of the beautiful Wilderness Area airstrips in western Montana. Probably the most beautiful scenery, best fishing and unspoiled areas in North America are served by airstrips—but a word of caution before using. Talk to a local pilot or an Accident Prevention Counselor who has actually flown in and out of these strips before a first attempt yourself.



LETTER TO AIRMAN

By Willis F. Mavis
Acting Chief, Billings Tower

A revised procedure was started at Billings Airport on 1 July 1972. We hope that a cooperative effort on the part of all pilots will help to improve the degree of safety in our airport environment. A recent near midair collision study indicates that the most hazardous mix of controlled and uncontrolled aircraft occurs in terminal areas. The largest concentration of aircraft occurs within a radius of approximately 15 miles of the airport and at altitudes up to and including 4,000 feet above ground level.

This revised procedure is intended to reduce, as much as possible, the exposure of high performance airplanes to uncontrolled aircraft. To the extent possible, inbound IFR high performance airplanes will be kept

at 10,000 MSL or higher until a normal rate of descent can be started which terminates in a landing. This will normally involve maintaining 10,000 MSL until entering the descent areas depicted on the above chart.

We hope that pilot cooperation will help us, in some measure, segregate turbojet airplanes from the uncontrolled aircraft. The procedure has been established for instrument approaches, but should work equally well for aircraft operating VFR. Normally the high performance airplanes will follow these prescribed flight paths, and if the uncontrolled aircraft avoid these areas as much as possible, exposure will be reduced. Reduction of exposure should improve safety, which is the primary concern of all of us. We solicit your cooperation in making these procedures work so that total effectiveness may be realized.

AIRPORT NOTES



By WORTHIE M. RAUSCHER
Deputy Director

Billings—The Federal Aviation Administration has notified the Montana Aeronautics Commission that ADAP funds in the amount of \$160,980 have been allocated for a project on Logan Field, Billings, Montana. The funds are to be used to strengthen taxiways A and G, pave shoulders taxiways A and G, install safety fencing, install VASI-4 on runway 27, replace threshold light lenses on all runways, and widen taxiway exit. It is anticipated that the proposed construction project will be completed this construction season.

Great Falls—Great Falls International Airport has been allocated at \$186,771 under the terms of the Airport and Airways Development Act of 1970 (ADAP) the funds will be used to acquire land for clear zones, runway 3 (329 acres), runway 34 (94 acres), acquire land for building area (4 acres), and approach lighting system (10 acres) and provide assistance for displaced persons.

Bozeman—ADAP funds in the amount of \$18,064 have been allocated to Gallatin Field, Bozeman, Montana, to acquire land for an approach lighting system, grading for an instrument landing system (ILS) glide slope facility, and lowering roadway in the approach to runway 12.

The electronics equipment comprising the instrument landing system (ILS) will be installed by the Federal Aviation Administration this summer.

Butte—The Silver Bow County Airport at Butte, Montana, has been renamed "Bert Mooney Airport" in honor of Albert S. "Bert" Mooney, the pioneer aviator from Butte.

The Silver Bow County Airport

Board has been notified that a "lead-in lighting system" for Bert Mooney Airport is included in the proposed fiscal 73 Federal Aviation Administration budget now before Congress. The high terrain surrounding the Bert Mooney Airport makes a standard instrument landing system of no value in lowering approach minimums. This standard system will be replaced by the lead-in lights which will provide a line of lights allowing a circling approach to the air carrier runway.

Missoula—Mr. Richard J. Cibak, Chief, Missoula Flight Service Station, in a letter to airmen, has indicated that it is now possible to contact the Missoula Flight Service Station from the Kalispell area via toll free telephone. Call the operator and ask for "Enterprise 732".

The county commissioners in Missoula County adopted an emergency zoning resolution which includes an area within 10,000 feet of Missoula's Johnson-Bell Airport. The purpose of the zoning is to provide perpetuation of the airport as well as to find compatible land uses around the airport. Montana statutes provide that the board of county commissioners can establish emergency zoning, further, that within a two year period the zoning regulations will be established.

West Yellowstone—Yellowstone Airport at West Yellowstone, Montana, owned and operated by the State of Montana, Montana Aeronautics Commission, was officially opened for this season on 25 May. The airport will be served by Western and Frontier Airlines from 25 May through 20 September. Full service will be available for general aviation aircraft with the exception of maintenance. Fixed base operator will supply av gas and jet fuel; car rentals are available; Yellowstone Park Company guided tours are available; and the cafe is open.

The non directional beacon (LOW) on 338 KHz is again certified for full public IFR use. The Idaho Falls Flight Service Station can be reached on the ramp by calling Yellowstone radio on 123.6. The Idaho Falls Flight

Service Station is also available by telephone by calling Enterprise 673.

ADAP—It is obvious to readers of this column, based on the number of ADAP projects being funded, that Montana's share of the ADAP funds for air carrier airports, is being successfully utilized. It is equally obvious that the general aviation portion of the ADAP funds are **not** being used by the communities. The Montana Aeronautics Commission has limited funds which we are loaning to communities on a ten year repayable basis at 4 1/2% interest per annum to assist communities in obtaining matching moneys for the federal grants. Our assistance is not adequate to assure full use of the federal funds each year. The Federal Aviation Administration receives all ADAP funds through aviation fuel taxes, annual aircraft registration, and an 8% ticket tax on air carrier passengers. Therefore, the federal funds are truly "earmarked revenues" derived from the aviation community, to be expended within the aviation community. Montana is not able to fully utilize their share of the earmarked revenues for general aviation airports because of inadequate tax base to create the funds to match the federal grants. The federal funds earmarked for Montana will remain available for a three year period, then they will be released and will be used nation wide for airport development.

It is discouraging to see federally earmarked funds, derived from aircraft owners and airline passengers from Montana, not being utilized within our state. Two methods appear possible in solving this problem: 1. Increase the percentage of the federal grant, or 2. Provide the Montana Aeronautics Commission with a revenue source to be used as a grant to communities to match the federal funds. The Montana Aeronautics Commission is pursuing methods to cause either one or both of the above procedures to be accomplished. Reader comments on methods of solving our problem will be appreciated.

ACT from page 1

Authorities Act." No one can claim that this is the final solution and it remains to be seen how much help it will be to solve the problems sponsors and their airport boards encounter in developing good airports.

Probably one of the most important and significant additions to airport law is the right to "create sinking fund and accumulate therein in the sum of five million dollars (\$5,000,000) together with interest thereon for the use, repairs, maintenance and capital outlays of an air navigation facility." Previously the airport board had to limit it to "the purpose of establishing a reserve fund to resurface, overlay, or improve existing runways, taxiways, and ramps. . . ."

The significant difference here is

that the Airport Authority can provide for capital outlays and is not limited to the existing facilities.

Other provisions of the Airport Authorities Act are much the same as previous law but somewhat more concisely set forth. For example, the present "Municipal Airports Act" allowed creation of joint boards between any agencies or public corporations including the states or other adjoining states. The new law establishes a regional airport authority rather than a joint board system upon terms agreed upon by all of the participants within the region. It is hoped that this will mean less duplication of efforts, a savings in purchases and greater efficiency because of the single organization.

The new organization will not have any greater taxing authorities

than before and its budget must still be approved by the governments within the region. However, there is greater flexibility for change as authorized by the sponsoring governments and by the Legislature to meet the challenges produced by the always developing and changing aviation industry.

It is to be hoped that the single spokesman for airport development within the region can reduce or even eliminate the constant conflict between the airport and the development around the airport.

The aim of the drafters of this legislation was to allow for some long-range planning for aviation interest within a geographical area that had mutual problems and interests in solving the problem.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—**"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."**

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